

10/527,476

1-6. (CANCELED)

7. (CURRENTLY AMENDED) The method according to claim [[6]] 13, further ←  
comprising the step of using the brake holding mode to both control a valve by way of  
a digital output and generate a CAN-signal (10).

8. (CURRENTLY AMENDED) The method according to claim [[6]] 13, further ←  
comprising the step of determining a characteristic value by a transmission control unit  
(8), which deactivates the brake holding mode in accordance with specifics of the  
vehicle and only releasing the brake holding mode if the clutch can attain the sufficient  
takeover torque.

9. (PREVIOUSLY PRESENTED) A method for preventing a stationary vehicle  
from unintentionally rolling, the method comprising the steps of:

creating a holding mode by activation of a brake pedal (1) of a brake (11);

releasing the holding mode upon sufficient displacement of a clutch which  
is a determinant for actual takeover torque of the clutch; and;

upon deactivation of a brake pedal (1) and in an event that the clutch does  
not provide the takeover torque and the brake pedal is not reactivated, deactivating the  
holding mode, after a timing delay, for a predetermined time period to provide a warning  
to a driver of the vehicle that a parking brake is not set.

10. (PREVIOUSLY PRESENTED) The method according to claim 9, further  
comprising the step of using the holding mode to both control a valve by way of a digital  
output and generate a CAN-signal (10).

11. (PREVIOUSLY PRESENTED) The method according to claim 9, further  
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